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*Flying Operations*

**FLIGHT DELIVERY OF FIGHTER AIRCRAFT**

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This instruction implements AFPD 11-2, *Flight Rules and Procedures*. It outlines responsibilities and procedures for delivering fighter aircraft worldwide using the services of the ACC Air Operations Squadron, Aircraft Delivery Flight (AOD) and equivalent organizations in PACAF and USAFE. It provides information on when and how to request AOD support to move or deliver fighter aircraft. Terms are defined in **Attachment 1**.

**SUMMARY OF REVISIONS**

AFI 11-207 is substantially revised to incorporate new organizational alignments and agreements. The Memorandum of Agreement among ACC and PACAF and USAFE on fighter aircraft delivery is incorporated into this revised instruction. This instruction supersedes the existing Memorandum of Agreement. The instruction defines movement control for delivery of all aircraft.

<b>Chapter 1— AUTHORITY</b>	<b>4</b>
1.1. Basic Authority: .....	4
1.2. Who Requests Support: .....	4
1.3. How To Request Support. ....	4
<b>Chapter 2— RESPONSIBILITIES</b>	<b>5</b>
2.1. ACC Air Operations Squadron, Aircraft Delivery Flight (AOD): .....	5
2.2. PACAF Aircraft Delivery Flight (PACAF OAS/AOD): .....	5
2.3. USAFE Aircraft Delivery Flight (24AOS/AOD): .....	5
2.4. Major Commands (MAJCOMs). ....	5

<b>Chapter 3— AIRCRAFT PREPARATION</b>	<b>7</b>
3.1. Configuration. ....	7
3.2. Equipment: ....	7
3.3. Pre-mission Flights. ....	7
3.4. Message Requirements. ....	7
3.5. Records. ....	7
<b>Chapter 4— AIRCREW REQUIREMENTS</b>	<b>8</b>
4.1. Aircrew Selection: ....	8
4.2. Crew Qualification and Currency Requirements. ....	8
4.3. Crew Ownership and Release. ....	8
4.4. Crew Substitutions. ....	8
4.5. Crew Rest and Duty Day. ....	8
4.6. Crew Responsibilities. ....	9
4.7. Foreign Clearance Guide (FCG) Requirements. ....	9
4.8. Passengers. ....	9
4.9. Foreign Military Sales (FMS) Deliveries: ....	9
4.10. Life Support Equipment. ....	9
<b>Chapter 5— MISSION PLANNING</b>	<b>10</b>
5.1. AOD Plans Element (AODX): ....	10
5.2. Flight Planning Profiles. ....	10
5.3. AOD Control Element (AODC): ....	11
5.4. AOD Delivery Element (AODO): ....	11
5.5. Filing the Flight Plan. ....	12
5.6. Funding and Accounting. ....	12
5.7. Publication of Special Orders. ....	12
<b>Chapter 6— FLIGHT OPERATIONS</b>	<b>13</b>
Section 6A Command and Control	13
6.1. Scope of Control. ....	13
6.2. Go/No-Go Launch Decisions. ....	13
6.3. Waiver Authority and Procedures: ....	13
6.4. Flight Crew Coordination With AODC. ....	14

Section 6B	Flight Rules and Procedures	14
6.5.	Flight Rules. ....	14
6.6.	Abort and Diversion Procedures. ....	15
6.7.	Tanker Escort Procedures. ....	15
6.8.	Airspare Procedures. ....	15
6.9.	Single Aircraft Procedures (Transoceanic Missions). ....	16
6.10.	Search and Rescue (SAR) Procedures. ....	16
Section 6C	Weather Requirements	16
6.11.	Ceiling and Visibility. ....	16
6.12.	Runway Condition Reading (RCR). ....	16
Section 6D	Briefings	17
6.13.	Conduct of Briefings. ....	17
Section 6E	Mishap, Incident, Near Miss, And Hazard Reports	17
6.14.	Reporting Requirements. ....	17
<b>Chapter 7—</b>	<b>AIRCRAFT MAINTENANCE EN ROUTE</b>	<b>18</b>
7.1.	Delivery Aircraft. ....	18
7.2.	Security Assistance Program (SAP) Aircraft. ....	18
<b>Chapter 8—</b>	<b>WAR AND CONTINGENCY OPERATIONS</b>	<b>19</b>
8.1.	Obtaining Support. ....	19
8.2.	Aircraft Preparation. ....	19
8.3.	Aircrew Preparation. ....	19
8.4.	Deployment Flow and Priorities. ....	19
8.5.	Drop Out ....	19
<b>Attachment 1—</b>	<b>GLOSSARY OF ABBREVIATIONS, ACRONYMS, AND TERMS</b>	<b>20</b>
<b>Attachment 2—</b>	<b>FORMAT FOR MESSAGES REQUESTING AOD SUPPORT</b>	<b>23</b>
<b>Attachment 3—</b>	<b>SEQUENCE OF EVENTS</b>	<b>24</b>
<b>Attachment 4—</b>	<b>AIRCREW QUALIFICATION MESSAGE FORMAT</b>	<b>25</b>
<b>Attachment 5—</b>	<b>FOREIGN PILOT INFORMATION</b>	<b>26</b>

## Chapter 1

### AUTHORITY

#### 1.1. Basic Authority:

1.1.1. ACC Air Operations Squadron Aircraft Delivery flight (AOD) is the lead agency for planning, coordinating and executing the delivery of fighter aircraft worldwide. Aircraft delivery organizations in the European and Pacific theaters provide aircraft delivery execution services in their respective areas. Compliance with this instruction is mandatory for those missions which AOD publishes an Air Tasking Order (ATO).

1.1.2. AOD exercises movement control through the Control Element (AODC) at Langley AFB, Virginia; the PACAF and USAFE aircraft delivery organizations; and Delivery Control Officers (DCO) throughout the world.

1.1.3. AOD communicates directly with major commands (MAJCOM), other services, Department of State, embassies, and foreign governments to move fighter aircraft. If foreign governments or international organizations are involved, refer to AFMAN 16-101, *International Affairs and Security Assistance Management*. It also supports other services or agencies in accordance with approved agreements.

#### 1.2. Who Requests Support:

1.2.1. Air Force Headquarters (HQ USAF), MAJCOMs, and Wings determine fighter aircraft delivery requirements.

1.2.2. USAF, Air National Guard (ANG), Air Force Reserve Command (AFRC) units request support as necessary for extended overwater deployments (aircraft range will not allow a fuel stop en route).

1.2.3. US Navy and US Marine Corps request support for transoceanic missions that require air refueling in accordance with memorandum of agreements.

1.2.4. Foreign governments request support through the Security Assistance Program manager or Foreign Military Sales line manager.

**1.3. How To Request Support.** Send a request message as soon as possible but not later than 45 days before the desired launch date (L-45 days) to ACC AOS LANGLEY AFB VA//AOD/AODX//. (See **Attachment 2** and the sequence of events listed in **Attachment 3**.) Short notice requests (less than 90 days notice) are subject to tanker availability.

## **Chapter 2**

### **RESPONSIBILITIES**

#### **2.1. ACC Air Operations Squadron, Aircraft Delivery Flight (AOD):**

- 2.1.1. Plans and publishes Air Tasking Orders (ATO) and computer flight profiles.
- 2.1.2. Exercises movement control of delivery aircraft and aircrews for deployment or redeployment.
- 2.1.3. Provides Delivery Control Officer (DCO) support for missions within USACOM/SOUTH-COM AOR
- 2.1.4. Operates a 24-hour delivery control element (AODC).
- 2.1.5. Coordinates air refueling support through the Air Mobility Command, Tanker Airlift Control Center (TACC).
- 2.1.6. Coordinates aircrew support as required.
- 2.1.7. Coordinates en route maintenance support.
- 2.1.8. Conducts all initial DCO training
- 2.1.9. Maintains and disposes of documentation and records of aircraft delivery in accordance with AFMANs 37-123, *Maintenance of Air Force Records*, and 37-139, *Records Disposition Schedule* (Table 13.7, Rule 3), and AFI 37-138, *Records Disposition, Procedures and Responsibilities*.

#### **2.2. PACAF Aircraft Delivery Flight (PACAF OAS/AOD):**

- 2.2.1. Provides Delivery Control Officer support for delivery flights within PACOM AOR.
- 2.2.2. Schedules and insures DCOs attend an initial delivery control officer training course at Langley AFB, VA. DCOs will be certified in accordance with AOS Instruction 36-2201, *Delivery Control Officers* prior to performing unsupervised DCO duties.

#### **2.3. USAFE Aircraft Delivery Flight (24AOS/AOD):**

- 2.3.1. Provides Delivery Control Officer support for delivery flights within EUCOM/CENTCOM AOR.
- 2.3.2. Schedules and insures DCOs attend an initial delivery control officer training course at Langley AFB, VA. DCOs will be certified in accordance with AOS Instruction 36-2201 prior to performing unsupervised DCO duties.

**2.4. Major Commands (MAJCOMs).** Provide planning schedules, points of contact, and mission execution coordination for deployments and redeployments to AOD. Provide waiver authority as required.

##### **2.4.1. Air Mobility Command (AMC ):**

- 2.4.1.1. Provides/coordinates for tanker and Enroute Support Team Aircraft (ESTA) requirements for AOD missions.

Authorizes execution for tanker sorties that support AOD movements through the HQ AMC/TACC and the tanker task-force representative.

2.4.1.2. Provides tanker supervision and lead tanker planner to assist AOD and tanker crews. Lead tanker planner will coordinate with all other tanker planning agencies. Insures all supporting tankers have required mission material and insures adequate tanker supervision and support at all enroute staging bases.

2.4.1.3. Provides winded computer flight plans through the Air Force Global Weather Central.

**2.4.2. Air Force Materiel Command (AFMC)** . Furnishes flight-tested, long-range data, aircraft performance characteristics and provides maintenance support for delivery missions when requested by AOD. The System Program Manager (SPM) of the weapons system:

2.4.2.1. Verifies the overseas MAJCOM's report when it schedules aircraft to go into an AFMC depot or into contract facilities for Programmed Depot Maintenance (PDM).

2.4.2.2. Confirms the continental United States (CONUS) destination with AOD in accordance with AFI 21-103, *Aircraft, Missile, and Equipment Accountability*.

2.4.2.3. Advises AOD when aircraft are scheduled to return to an overseas MAJCOM after PDM. Messages go to ACC AOS Langley AFB VA// AOD/AODX: one message 30 days before the maintenance is completed; one message 14 days before departure; and one message 3 days before departure.

## Chapter 3

### AIRCRAFT PREPARATION

**3.1. Configuration.** The AOD Air Tasking Order (ATO) states the aircraft configuration. Ferry configuration is normally planned with the maximum number of fuel tanks consistent with safe abort base planning and operational requirements.

3.1.1. Fighter drag indexes, tanker ranging and mating limitations, and fuel offload capabilities restrict or limit additions to the ferry configuration. Do not add items to the configuration to reduce airlift requirements.

3.1.2. Coordinate any change to the configuration identified in the ATO with AOD immediately. Configuration changes may require a profile change to ensure there is enough fuel to reach air refueling abort bases and destination. Such changes may delay the scheduled departure date.

### **3.2. Equipment:**

3.2.1. Equip aircraft for delivery or deployment in accordance with AFI 11-202, Volume 3, *General Flight Rules* (or equivalent) and the AOD ATO. Aircraft must be completely air worthy and mission capable. Correct any discrepancy that affects flight safety.

3.2.2. Do not release aircraft for transoceanic deployments or deliveries unless all required systems are operational, including the navigation, communication, and air refueling systems. Ground-check the air refueling system on each receiver aircraft using air-to-air refueling test equipment.

3.2.3. Aircraft equipment with periodic inspections must have enough time to complete the delivery mission from start to finish before the next inspection date.

3.2.4. If the aircraft is being transferred, complete an equipment inventory per AFI 21-103 and adjust the inventory records.

**3.3. Pre-mission Flights.** Fly an aircraft within 10 days of the initial transoceanic leg. The flight must be long enough to ensure that aircraft systems and equipment work properly.

**3.4. Message Requirements.** Aerospace vehicle movement reports (RCS: HAF-LGM[AR]8003) follow the format and timing criteria of AFI 21-103. Send information copies of aerospace vehicle movement reports to AOD on any aircraft to be delivered.

**3.5. Records.** The losing organization prepares all necessary aircraft records required for aircraft transfers and sends them to the gaining organization. Do not count on using storage space in the aircraft to deliver these records. The gaining organization completes its section of the AFTO Form 290, **Aerospace Vehicle Delivery Receipt**. If AFTO Form 290 is not available, use a suitable substitute as a receipt.

## Chapter 4

### AIRCREW REQUIREMENTS

#### 4.1. Aircrew Selection:

4.1.1. The ATO specifies the number and minimum qualifications of crew members needed for a mission. Normally, only the minimum number of crew members required by the aircraft flight manual are used. The units tasked in the ATO select and equip qualified aircrew members who can deal with unforeseen situations as they transit unfamiliar locations. A unit that cannot comply with its tasking notifies AOD by priority message not later than 3 calendar days after receiving the ATO. The tasked unit designates qualified fighter flight leaders to AOD which are placed on AOD flight orders.

4.1.2. A minimum of 10 calendar days before a mission begins, the tasked unit sends a priority message identifying aircrew selection and qualifications to ACC AOS LANGLEY AFB VA//AODX/AODC// and to other delivery organizations supporting the mission (see **Attachment 4**). When diplomatic approval is required, aircrew information and message may be required as much as 45 days before launch.

**4.2. Crew Qualification and Currency Requirements.** All aircrews tasked to operate under AOD control must have completed a command approved qualification training program for the aircraft and be at least basic mission capable (BMC), in accordance with AFI 11-2 MDS-Specific volumes or similar directives for the Navy and US Marine Corps, and any applicable Memorandum of Understanding (MOU). Additionally, pilots will be familiar with instrument approach procedures at their destination, alternates, and all planned missed air refueling abort bases. If pilots will fly at night, the commander should schedule a night orientation flight for them in the 30 days before the planned departure date, to include a take-off, trail departure and air refueling (if tankers are available).

**4.3. Crew Ownership and Release.** Aircrews are under the movement control of AOD 24 hours before the first scheduled takeoff and remain so until landing at the final destination. Commanders of tasked units retain administrative control and are responsible for the discipline and performance of their selected aircrews. The aircrew's unit will publish temporary duty (TDY) orders in accordance with the ATO and insure the aircrews are available at least 24 hours before a mission. Aircrews must contact AODC anytime they need to be released.

**4.4. Crew Substitutions.** To substitute a crew member, the tasked unit requests a recall or release through AODC (not directly to the crew member). Normally the tasked unit provides a qualified replacement on a priority basis. It notifies AOD by immediate message when a substitution is required and furnishes all new crew member information according to paragraph 4.1.2. If the tasked unit initiates the substitution, travel and substitution costs are absorbed by the unit.

**4.5. Crew Rest and Duty Day.** Commanders should consider the effects of jet lag and aircrew fatigue when conducting flights across four or more time zones or flights that are more than 8 hours long. Coordinate with flight surgeons to help minimize these effects. When practical, a flight surgeon should brief crew members on the stresses involved in extended flights and discuss how diet, fluid intake, rest, sedatives, and alcohol can affect fatigue and jet lag. See AFI 11-202, Volume 3 (or equivalent) for crew rest and flight duty limitations. See paragraph 6.3. to request waivers to crew duty day.



**4.6. Crew Responsibilities.** The aircraft commander or flight leader supervises the proper conduct of AOD missions. The aircraft commander/flight leader:

- 4.6.1. Briefs crew and flight members on any items pertaining to the mission that were not covered by the DCO briefing.
- 4.6.2. Ensures that delivery missions are not used for training.
- 4.6.3. Prepares all documents required by customs, agriculture, immigration, or military authority.
- 4.6.4. Arranges for housing and care of crews at en route stations when AOD support is not available.

**4.7. Foreign Clearance Guide (FCG) Requirements.** Aircrews flying into foreign countries must review and comply with the applicable portions of the FCG about passport, visa, ID, uniform, customs and immigration, and immunization requirements. Immunizations must be in accordance with AFI 48-110, *Immunizations and Chemoprophylaxis (Joint)*.

**4.8. Passengers.** Do not transport passengers on fighter aircraft during AOD missions. Passengers are defined as anyone other than qualified crewmembers or authorized flight surgeons.

**4.9. Foreign Military Sales (FMS) Deliveries:**

4.9.1. FMS aircraft with unique avionics configurations will require familiarization training prior to the first delivery flight. In all cases, AODX tasks only the most qualified pilots (similar block and engines, etc.) for such deliveries. USAF acceptance pilots familiar with the avionics configuration determine appropriate training requirements. These specific training requirements will be listed in the AOD ATO. Training may include, but is not limited to:

- 4.9.1.1. A face-to-face briefing with an acceptance pilot.
- 4.9.1.2. Adequate hands-on time in the aircraft prior to the mission.
- 4.9.1.3. Discussion on cockpit configuration and procedural differences.
- 4.9.1.4. Emphasis on cockpit procedural differences and actions that require significant inside-the-cockpit attention.

4.9.2. Any foreign participation must follow the guidance in AFM 16-101, *International Affairs and Security Assistance Management*. Foreign customers must request permission to have their pilots accompany AOD ferry flights through SAF/IA to ACC/DO. Submit these requests to SAF/IA a minimum of 60 days before the ferry date and include information on the pilots as indicated in **Attachment 5**.

**4.10. Life Support Equipment.** Units equip aircrews with life support systems and equipment according to AFI 11-202, Volume 3 or equivalent for the Navy and US Marine Corps, and the AOD ATO. The aircraft commander or flight leader ensures that all crew members are properly equipped to enhance survival on the route of flight and that equipment inspections are up to date.

## Chapter 5

### MISSION PLANNING

#### 5.1. AOD Plans Element (AODX):

5.1.1. Initiates planning as soon as it receives a request for movement support. AODX requires 45 calendar days to plan missions; however, it handles short-notice requirements on a case by case basis, consistent with support asset availability.

5.1.2. Tasks units to provide qualified aircrew members in the type of aircraft to be delivered, as stated in the ATO.

5.1.3. Coordinates and distributes the ATO which contains appropriate mission details i.e., mission name, tasked organizations, mission schedule, planned aircraft configuration, flight profile labels, communication and rendezvous plan, TDY funding information, points of contact and maintenance instructions for FMS missions.

5.1.4. Coordinates tanker support.

5.1.5. For classified missions use only classified communication methods to coordinate the mission until the appropriate authority declassifies the mission. Declassification normally occurs 120 days before the scheduled launch. Coordination with airspace and foreign agencies cannot be done until mission is declassified.

5.1.6. Plans the launch schedule to allow the last cell or aircraft to land before official sunset at every landing base, or before the end of the crew duty-day, whichever occurs first.

**5.2. Flight Planning Profiles.** AODX uses a unique computer program to produce flight planning profiles. Fighter units, designated tanker planners, and supporting or controlling agencies receive a copy of the profile in addition to the ATO. Unit supplied performance parameters for fighter aircraft is required for building profiles. It is combined with climatological or forecast wind information and processed into a flight plan by the computer program.

5.2.1. Profiles will not be built for missions that are not air refueled. The crew plans such missions using approved planning tools. Profiles will also not be provided on a standby, exercise, or contingency planning basis due to the limited window of validity for the planning wind data.

5.2.2. AODX generates a planning profile based on the climatological winds for the month of the mission, called the 50-percent planning profile. This profile uses 50 percent of the worst case winds for the month and is good for plus or minus 1 month. The route-wind factor in the profile shows specifically what those winds are: Headwind = minus (-), Tailwind = plus (+). Special request profiles may be based on 90 percent of the worst-case winds. The tankers plan fuel offload requirements on the basis of 90 percent worst winds. All planning profiles include tanker fuel requirements.

5.2.3. Use the computerized 50-percent planning profile for staff planning and aircrew review. It is the basis for filing altitude reservation requests (ALTRV APREQ), determining tanker requirements, establishing launch and rendezvous timing and determining mission feasibility and abort options for various wind conditions. Crews must adhere strictly to computerized flight profile routes to ensure safe mission execution.

5.2.4. Standard planning factors include: a maximum of six receivers to one tanker (ratio of 6:1), a 30 minute departure interval between cells, 60 minutes of fuel overhead destination, 40 minutes of fuel overhead missed air refueling abort bases, and 20 minutes of fuel overhead destination alternates (based on maximum endurance performance at 10,000 feet). At least one suitable abort base will be listed for each air refueling. Over-water legs will be planned with two abort bases if possible.

### **5.3. AOD Control Element (AODC):**

5.3.1. Provides a 24 hour mission coordination center.

5.3.2. Acquires responsibility from AODX for a scheduled mission approximately 5 duty days before the first scheduled launch. In this period it handles all matters concerning the mission.

5.3.3. For air refueling missions, coordinates a Go/No-Go decision with the DCO at launch minus three (L-3) hours. For non-air refueling missions, issues Go/No-Go decisions to the flight crew at L-2 hours.

5.3.4. Tracks all missions and maintains records on these missions.

5.3.5. Assists with tanker coordination, diplomatic clearances, maintenance, and ALTRV APVLs for the mission.

5.3.6. Cross checks weather forecasts.

5.3.7. Acts as the primary point of contact for aircrews on non-air refueled missions. Briefs the crew on the mission and works out problems and changes directly with the aircrews.

**5.4. AOD Delivery Element (AODO):** Provides Delivery Control Officers (DCOs) to coordinate and execute missions that involve air refueling. **PACAF** and **USAFE** delivery agencies provide DCOs for their areas of responsibility. The DCO:

5.4.1. Provides the computer-generated pilot flight log, strip charts, emergency airfield data, air refueling abort base data, Notices to Airmen (NOTAM), and Aircrew Brochure to the aircrews.

5.4.2. Obtains required diplomatic clearances as specified in the FCG.

5.4.3. Coordinates details of the mission with supporting tanker units.

5.4.4. Obtains altitude reservations (ALTRV), if required.

5.4.5. Ensures aircrew obtain the appropriate Flight Information Publications.

5.4.6. Files DD Form 1801, **DoD International Flight Plan**, or DD Form 175, **Military Flight Plan**.

5.4.7. Obtains clearances through air-refueling tracks, warning and danger areas, special-use airspace, and PPR's for planned destinations. Obtains quiet hour waivers as required.

5.4.8. Prepares flight orders as appropriate.

5.4.9. Briefs flight crews in accordance with attachment (6). Provides foreign clearance, buffer zone, and other applicable briefings.

5.4.10. Coordinates weather support briefing and crosschecks the forecast mission weather against the criteria of AFI 11-202, Volume 3 and this instruction.

5.4.11. Contacts AODC with final aircrew and aircraft line-up, resolves any differences in weather forecasts, agrees on planned tanker support and abort bases, and makes a coordinated Go/No-Go decision.

5.4.12. Coordinates mission support at intermediate stops en route.

5.4.13. Coordinates with appropriate agencies when a mission is delayed.

**5.5. Filing the Flight Plan.** DCOs file flight plans for the air-refueling missions they launch. For non-air refueled missions, the aircraft commander or flight leader files a DD Form 175 or DD Form 1801. Ensure the statement, "This aircraft is under the movement control of ACC AOS, Langley AFB VA," is entered in the remarks section of the flight plan. For Security Assistance Program (SAP) aircraft, the block on the form asking for unit of assignment and home station must never reflect the destination country.

**5.6. Funding and Accounting.** See AFI 65-601, Volume I, *US Air Force Budget Policies and Procedures*, for funding responsibilities. Report flying time according to AFI 21-103, *Aircraft, Missile, and Equipment Accountability*.

5.6.1. Non-unit moves (FMS/PDM): AOD furnishes tasked units with TDY funding instructions in the ATO. Units and aircrews funded by AOD must comply with these instructions. Aircrews will forward a copy of their completed travel voucher to AOD within 10 days after completion of the TDY.

5.6.2. Unit moves (non MAJCOM-directed deployments): Deploying units provide appropriation data to fund DCOs who incur TDY travel expenses on missions under AOD movement control.

5.6.3. SAP moves: Each MAJCOM, or equivalent, must keep account and obtain full reimbursement for the expenses incurred in delivery of SAP aircraft. (See AFR 170-3, *Financial Management and Accounting for Security Assistance and International Programs*.)

5.6.4. The Navy and US Marine Corps provide appropriation data to fund DCOs who incur TDY travel expenses on missions under AOD movement control. Send this fund cite by message to the AODS Financial Manager and the supporting delivery organizations not later than 10 days before the start of the mission.

**5.7. Publication of Special Orders.** The tasked unit publishes the orders placing crew members on TDY under the movement control of AOD. Do not make special authorizations at AOD expense unless specifically authorized in the ATO. Include special statements required to fly across foreign countries, as set out in the FCG.

## Chapter 6

### FLIGHT OPERATIONS

#### *Section 6A—Command and Control*

**6.1. Scope of Control.** AOD exercises movement control of fighter aircraft from initial takeoff through to final destination, or until another organization assumes movement control. For unit moves, operational decisions are closely coordinated with the unit. A unit desiring to terminate AOD movement control prior to final destination will submit its intention in writing. A subsequent request to resume AOD services may result in substantial delays from the original itinerary.

**6.2. Go/No-Go Launch Decisions.** Launch decisions are made by the DCO. The DCO will contact the AODC Senior Controller at L-3 hours to pass the go-decision and receive feedback on mission parameters. If no DCO is present, the AODC Senior Controller will pass the go/no-go decision to the flight lead/mission commander at L-2 hours. Launch decisions are valid for the estimated time of departure plus 1 hour. The following factors will be considered for all launch decisions:

- 6.2.1. Duration of crew duty day, sunset at the destination, and latest take off time for the flight within these time limits.
- 6.2.2. Tanker timing and offload capabilities.
- 6.2.3. Existing and forecast weather at the departure base, destination base, missed air refueling abort bases, and alternates.
- 6.2.4. Fuel overhead missed air refueling abort bases and destination.
- 6.2.5. The aircrew line-up and weather categories.
- 6.2.6. NOTAMs and Prior Permission Required numbers (when applicable).
- 6.2.7. ALTRV APVLs (when applicable).
- 6.2.8. Diplomatic clearances (when applicable).
- 6.2.9. A request by the deploying unit to change a no-go decision to a go decision will be forwarded to the unit's parent MAJCOM/DO for final approval.

#### **6.3. Waiver Authority and Procedures:**

**6.3.1. Crew Qualifications.** The USAF MAJCOM/DO or equivalent for the ANG, AFRC, Navy, and US Marine Corps has the authority to waive aircrew qualifications. The tasked unit sends a message requesting the waiver to the MAJCOM or equivalent and to ACC AOS LANGLEY AFB VA//AOD/AODX/AODC//. The MAJCOM sends the reply to the unit and to ACC AOS LANGLEY AFB VA//AODX/AODC//.

**6.3.2. Crew Duty-Day.** AOD tries to plan missions so they can be executed within a 12-hour duty day. In some cases, certain factors make it impossible to achieve this goal and require a crew duty day waiver. When planned flight time exceeds 9+00 hours enroute, the ATO will alert the unit to the need for a crew duty day waiver.

6.3.2.1. Waiver authority will be in accordance with AFI 11-202, Volume 3 (or equivalent) and MAJCOM directives. Confirm the waiver by message to AOD no later than 10 calendar days before launch.

6.3.2.2. USN/USMC and foreign military services waiver authority will be in accordance with applicable service directives.

**6.3.3. Night Landing.** AODX schedules aircraft delivery missions during daylight hours whenever possible and attempts to land all missions before sunset. Night landings must be approved by the pilot's parent MAJCOM/DO, or equivalent for the ANG, AFRC, Navy, and Marine Corps. Terminate all night landings from a precision approach, if available. Night landing authorizations must be received by AOD at least 5 calendar days prior to departure.

**6.4. Flight Crew Coordination With AODC.** Aircrews must contact AODC or DCO before and after every leg of a mission. Once the mission is completed, the flight leader provides actual time of departure and arrival, and itinerary for return travel to the home station. In the event of an emergency or air refueling abort diversion, contact AODC and use the Aircraft Diversion and Airborne Emergency Report included in the Aircrew Brochure.

## ***Section 6B—Flight Rules and Procedures***

**6.5. Flight Rules.** All fighter aircraft under AOD movement control fly according to the applicable flight manuals, 11-2 MDS specific series instructions, and limits specified by the MAJCOM or its equivalent, whichever is more restrictive. Limit en route formations to those stipulated in AFI 11-2 MDS specific series and air refueling publications. Conduct air refueling in accordance with T.O. 1-1C-1, *Basic Flight Crew Air Refueling Manual* and the appropriate aircraft's air refueling manual. Flight training, including practice approaches and air-intercept training exercises, is prohibited on all AOD missions. Do not perform spectacular or aerobatic flying, to include flybys, on any AOD missions. Do not carry cameras in the cockpit of any aircraft under AOD control. Do not take photographs on any foreign military installation without approval of the host government (see FCG).

### **6.5.1. Mission Planning :**

6.5.1.1. An alternate airport will be designated in the flight plan, regardless of forecast weather, for all air refueled missions. For remote or island destinations, comply with AFI 11-202, Volume 3 (or equivalent) and MAJCOM directives.

6.5.1.2. Tailhook equipped aircraft will takeoff towards a compatible arresting system when minimum go or continuation speed exceeds maximum abort speed for dual engine aircraft, or takeoff speed exceeds refusal speed for single engine aircraft.

6.5.1.3. Tailhook equipped aircraft planning to land at a destination with less than 8,000 feet of runway and without a compatible arresting system, require OG/CC (unit moves) or AOS/CC (non-unit moves) approval.

6.5.1.4. Except in an emergency, aircraft will not land at a pre-planned destination if the computed landing roll exceeds 80 percent of the available runway, regardless of arresting gear availability.

6.5.1.5. Consider an airfield to be a remote or island destination when its location precludes flight to a suitable alternate.

### **6.5.2. Penetration, Approach and Landing:**

- 6.5.2.1. When possible, break up cells or flights in visual conditions-on-top.
- 6.5.2.2. In VMC, conduct a four ship enroute descent to a VFR pattern.
- 6.5.2.3. Limit weather penetrations to two-ship formations to a VFR traffic pattern or to a point where the formation is split for single ship instrument approaches, as appropriate.
- 6.5.2.4. Land single-ship full stop from an instrument approach or VFR traffic pattern, as appropriate.
- 6.5.2.5. Do not land in wing formation except in emergencies.
- 6.5.2.6. When a tanker accompanies the flight and conditions permit, the tanker should land last.

**6.6. Abort and Diversion Procedures.** Aircraft may be diverted for weather or operational requirements. DCOs ensure that flight crews understand their abort options and escort procedures.

6.6.1. Ground aborts are normally done in pairs. Single aircraft ground aborts must be approved by the DCO or AODC, based on follow-on tanker availability and other mission considerations. An entire mission may be delayed if tankers can support a 24-hour delay.

6.6.2. Air aborts are normally accomplished in pairs. Tankers escort aborting receivers under certain conditions (see paragraph 6.7). At flight leader discretion, single-aircraft air aborts are authorized if no emergency or anticipated emergency exists, no ocean crossing or escort tanker support is required, navigation and communications are operational and the aircraft can make a safe landing. Airborne tanker mission commander will provide aborting receivers with weather data and escort support to abort bases.

6.6.3. In an emergency, the flight leader immediately notifies the lead tanker commander. The tanker aircrew notifies air-traffic control. In the event of a downed or ditched receiver, air-traffic control notifies the Rescue Coordination Center (RCC), which in turn alerts the nearest SAR assets. The tanker provides cover as long as fuel reserves allow. Remaining receivers proceed to the nearest abort base (unescorted if required) or continue the mission with remaining tankers.

6.6.4. When aircraft land anywhere other than originally planned, the flight leader must ensure the safety and security of the aircrew, aircraft, and equipment. Notify AODC as quickly as possible on the details of the landing and request assistance from the nearest military attachÉ or US diplomatic representative if the landing occurs outside of US-controlled areas.

**6.7. Tanker Escort Procedures.** Generally tankers escort receivers to any point they request. Tankers escort receivers on transoceanic legs until receivers can maintain direct two-way radio communication with air-traffic control and can navigate to their destination or abort base. Receivers must have VOR or TACAN lock-on, or formations must have two or more operating inertial navigation or global positioning systems. For a mid-ocean rendezvous, tankers escort receivers until the receivers have confirmed two-way radio communications and a positive radar or visual contact with the joining tankers.

**6.8. Airspare Procedures.** Identify airspares in the support request message to AOD. Normally, no more than two airspares accompany each cell. They are not refueled inflight, remain with the flow through the first air refueling, then recover at home station, fuel permitting. When airspares are used, the aircrews and aircraft remain under movement control of AOD from takeoff until landing at the designated

recovery base unless requested by the OG/CC or equivalent for an inflight release. The DCO briefs aircrews on airspare procedures and coordinates with AODC and the recovery base on the airspare plan. When an airspare replaces a primary aircraft, the DCO advises AODC of the new formation lineup. The DCO or pilot contacts AODC with airspare landing times and base. Airspares must meet the fuel reserve requirements described in AFI 11-202, Volume 3 (or equivalent) and applicable supplements.

**6.9. Single Aircraft Procedures (Transoceanic Missions).** Normally, single aircraft missions are not planned. AOD tries to match single aircraft with another compatible aircraft and mission. When there is no compatible mission for the single aircraft within 14 calendar days of the desired departure, AOD tells the affected unit how long the aircraft may be delayed. If the delay is unacceptable, the unit must request a single-ship waiver from their MAJCOM/DO, or equivalent. Send information copies of the waiver request and approval messages to AOD. Single-seat, single-ship missions require a qualified aircrew member on board the escorting tanker as a Fighter Aircraft Monitor (FAM). FAMs are not required for single-place aircraft of different types that are combined in a single mission, or for dual-place aircraft.

6.9.1. The FAM reports to the tanker departure base in order to attend the mission briefing and board the escorting tanker.

6.9.2. FAMs will contact AODC and the appropriate DCO for briefings on mission aspects and launch decisions before proceeding to their duty stations. Each must have a headset and boom mike, and appropriate flight clothing when reporting for duty. FAMs must have a current aircraft flight manual and checklists.

**6.10. Search and Rescue (SAR) Procedures.** Normally, SAR is only provided for actual distress situations. Alert the SAR forces as stated in paragraph 6.6.3. A unit's MAJCOM/DO or equivalent level may submit a special request for precautionary SAR for high-risk missions. Tankers may be used for SAR.

## ***Section 6C—Weather Requirements***

**6.11. Ceiling and Visibility.** Basic weather minimums are detailed in AFI 11-202, Volume 3 or equivalent. Tanker weather minimums and aircrew restrictions follow MAJCOM (AMC, PACAF, USAF) instructions and supplements. Buddy departure minimums follow TO 1-1C-1 and 11-2 MDS Specific guidance, or their equivalent for the Navy and US Marine Corps. Tanker rendezvous minimums follow TO 1-1C-1-3, *Tanker Flight Crew Air Refueling Procedures, KC-135*, or TO 1-1C-1-33, *Flight Crew Tanker Air Refueling Procedures, KC-10*, regulations.

6.11.1. Forecast weather at destinations with a suitable alternate must be at least 500 feet and 1 ¾ miles for a launch (GO) decision.

6.11.2. Forecast weather at missed air refueling abort bases must be at least 1,000 feet and 2 miles, or 500 feet and 1 mile above the lowest compatible published landing minimums, whichever is greater.

6.11.3. Takeoff minimums are 300 feet and 1 mile or the most restricted pilot weather category in the flight, whichever is higher. If weather is below 500 feet and 1 ¾ miles, an alternate airport within 30-minutes flying time with weather conditions as prescribed in AFI 11-202, Volume 3 or equivalent is required.

**6.12. Runway Condition Reading (RCR).** In no case attempt takeoff when RCR is less than that recommended in the appropriate aircraft flight manual or less than the minimums specified by the MAJCOM



to which the aircraft and crew are assigned. RCR limits established in local operating instructions may be used for units operating to/from home station. Otherwise, the minimum RCR for aircraft under AOD movement control is 8 for taxi and 12 for takeoff and landing. Do not make formation takeoffs when the RCR is less than 18 or there is standing water on the runway. Aircraft arriving at a destination with an RCR less than 12 will land at an alternate, if possible.

### ***Section 6D—Briefings***

**6.13. Conduct of Briefings.** Conduct briefings in accordance with AOS Instruction 11-201, *Delivery Aircrew Briefings*. When possible, brief tanker and receiver crews together. When a face-to-face briefing is impossible or unnecessary, AOD can waive the face-to-face requirement and allow use of a telephone briefing. After appropriate delivery briefings, flight leaders brief their flight in accordance with their briefing guides to review and emphasize items of special interest.

6.13.1. The initial briefing is a face-to-face briefing given one time at the first contact between aircrews and the DCO. It acquaints participating aircrew members with the guidelines governing AOD operations and may be given in conjunction with the mission briefing.

6.13.2. The mission briefing is a face-to-face briefing conducted before each leg of a mission. It is normally given the day before a launch, or just before a launch as a final briefing. It gives the crews detailed operational procedures for the mission.

6.13.3. The final briefing updates the mission briefing and covers final mission details. It is normally given two hours before launch (minimum of 1+30 hours before launch).

### ***Section 6E—Mishap, Incident, Near Miss, And Hazard Reports***

**6.14. Reporting Requirements.** Aircrews must account for and report accidents and incidents according to 91-series instructions. Report flight mishaps per AFI 91-204, *Investigating and Reporting Mishaps*.

6.14.1. When an aircraft mishap or reportable incident involving a mission crew member or aircraft occurs, the aircrew must immediately contact AODC, the nearest aircraft delivery unit or DCO, giving all known facts concerning the mishap. Contact the nearest US Air Force base flying safety officer for help in investigating the mishap and submitting the required reports, or the nearest US Government representative, if required.

6.14.2. Aircrews must report any hazard involving safety (flight, ground, explosive) to the US Air Force safety office that will investigate it, according to the 91-series instructions. Prepare the report on AF Form 457, **USAF Hazard Report**, and send a copy to ACC AOS/CC, Langley AFB, VA 23665-5525.

6.14.3. AOD personnel report mishaps and incidents in accordance with the Post Mishap Plan. All affected organizations record mishaps that happen during AOD operations using 91-series instructions.

## Chapter 7

### AIRCRAFT MAINTENANCE EN ROUTE

**7.1. Delivery Aircraft.** Telephone all requests for maintenance assistance to AODC or AOD Support Element (AODS). AODS notifies the appropriate MAJCOM, or equivalent, with primary responsibility for logistics, that maintenance assistance is required. AODS provides the appropriate details, such as aircraft identification, location, type of problem, point of contact at the en route base and the specifics on any required parts.

7.1.1. The MAJCOM, or equivalent, funds all maintenance expenses for AOD mission aircraft until they are delivered, per AFI 65-601, Volume 1 unless other funds, such as FMS case funds, are available. The MAJCOM, or equivalent, provides the maintenance personnel and equipment needed to fix the problem, monitors the status of the aircraft, and advises AOD.

7.1.2. The commander at each en route base ensures that aircraft get required maintenance, inspections, and servicing on a priority basis according to TO 00-20-5 and the aircraft mission. Mission aircraft and supporting tankers get priority 2 maintenance repair and supply attention. Part requisitions are submitted through the base priority section according to AFM 67-1, volume 1, *USAF Supply Manual*. Outside help is recruited to resolve maintenance problems that are beyond the capability of the base. Once the base commander has requested maintenance assistance, the MAJCOM office of primary responsibility (OPR) becomes the single point of contact for aircraft status and maintenance actions. A base official must correct and sign the aircraft delivery receipt and secure the aircraft.

7.1.3. If aircraft are delayed excessively, they should be flown every 10th day, maintenance status and local weather permitting. Do not schedule the aircraft to fly if it interferes with required maintenance or jeopardizes the departure of the aircraft. AODC must approve the flights.

7.1.4. AOD may authorize Functional Check Flight (FCF) or Operational Confidence Flight (OCF) flights by qualified aircrews at en route bases. Aircrews get a briefing from AODC or a DCO before performing an FCF or OCF. Local area flight procedures briefings should be obtained from qualified local squadron or base operations personnel. Flights requiring systems checks are normally accomplished in a military operating area. Minimum altitude for all FCFs/OCFs is 5,000 feet AGL. Aircrews must be available to help maintenance personnel operate aircraft systems as needed.

**7.2. Security Assistance Program (SAP) Aircraft.** When a SAP aircraft needs maintenance at an en route support base, notify AODC and AODS. AODS advises the System Program Manager (SPM) and reports the situation to the appropriate MAJCOM OPR. The DCO or AODS informs base maintenance and supply personnel that the aircraft is FMS and that special issue or requisition procedures apply. The en route base supply issues any required item from stock, if available. If not, submit the requisition by telephone to the appropriate source of supply according to AFM 67-1, Volume II, *USAF Supply Manual*. Document all costs (parts, man-hours, etc.) and provide them to the SPM through AODX. The SPM coordinates acquisition and delivery of parts and repair services and keeps AOD advised.

## Chapter 8

### WAR AND CONTINGENCY OPERATIONS

**8.1. Obtaining Support.** The USAF, Navy, and US Marine Corps obtain delivery support by sending a message to the ACC Battle Staff (HQ ACC Langley AFB VA//BSD//. Higher headquarters determines priorities for support and relays them to AOD.

**8.2. Aircraft Preparation.** The implementing ATO specifies actual aircraft configurations. Contingency profiles developed by AODX anticipate worst-case configurations and fuel flows. Units that request changes in aircraft configuration must get approval from the Battle Staff director responsible for the deployment flow.

**8.3. Aircrew Preparation.** For general war and contingency deployments, the unit commander selects crew members who, in his judgment are best qualified. The crew qualification message is not required under these circumstances. If a deployment exceeds the normal limit of the crew duty-day, the ATO includes a waiver and identifies the length of the extended crew duty-day.

**8.4. Deployment Flow and Priorities.** AOD schedules and plans missions based on the priorities and order of flow directed by the Battle Staff, the Operations Plan, and the implementing order.

**8.5. Drop Out Maintenance.** Drop-out aircraft get support from AODS through AODC and/or the ACC Battle Staff.

PATRICK K. GAMBLE, Lt General, USAF  
DCS/Air and Space Operations

## **Attachment 1**

### **GLOSSARY OF ABBREVIATIONS, ACRONYMS, AND TERMS**

#### ***Abbreviations and Acronyms***

**ACC**—Air Combat Command  
**AFMC**—Air Force Materiel Command  
**AFRC**—Air Force Reserve Command  
**ALC**—Air Logistics Center  
**ALTRV APREQ**—Altitude Reservation Approval Request  
**ALTRV APVL**—Altitude Reservation Approval  
**AMC**—Air Mobility Command  
**ANG**—Air National Guard  
**AOD**—ACC Air Operations Squadron Aircraft Delivery Flight  
**AODC**—AOD Control Element  
**AODO**—AOD Delivery Element  
**AODS**—AOD Support Element  
**AODX**—AOD Plans Element  
**ATC**—Air Traffic Control  
**ATO**—Air Tasking Order  
**DCO**—Delivery Control Officer  
**DETLOG**—Detail Log  
**DoD**—Department of Defense  
**ECL**—English Comprehension Level  
**FAM**—Fighter Aircraft Monitor  
**FCF**—Functional Check Flight  
**FCG**—DoD Foreign Clearance Guide  
**FM**—Frequency Modulated  
**FMS**—Foreign Military Sales  
**HF**—High Frequency  
**L-HOUR**—Launch Hour  
**MAJCOM**—Major Command  
**MOA**—Memorandum of Agreement  
**MOU**—Memorandum of Understanding

**NOTAM**—Notices to Airmen  
**OCF**—Operational Confidence Flight  
**OG**—Operations Group  
**PDM**—Programmed Depot Maintenance  
**PPR**—Prior Permission Required  
**RCC**—Rescue Coordination Center  
**RCR**—Runway Condition Reading  
**SAP**—Security Assistance Program  
**SAR**—Search and Rescue  
**SPM**—System Program Manager  
**TACAN**—Tactical Air Navigation Radio Aid  
**TDY**—Temporary Duty  
**USAF**—United States Air Force  
**VFR**—Visual Flight Rules  
**VHF**—Very High Frequency  
**VMC**—Visual Meteorological Conditions  
**VOR**—VHF Omni-directional Range Navigation Aid

### *Terms*

**Missed Air Refueling Abort Base**—A base selected for a safe recovery of an aircraft in case an air-to-air refueling is missed or unsuccessful.

**Air Tasking Order (ATO)**—The AOD implementing directive that provides specific information, guidance, concept of operations, and other data required to execute a mission.

**DETLOG**—The AOD 50-percent planning profile updated with flight data computations based on current forecast winds. The AOD DCO and tanker units normally get these profiles at launch minus 48 hours, 24 hours, and 10 hours.

**Fighter Aircraft Monitor (FAM)**—Aircrew member who serves aboard a tanker to provide emergency assistance and advice to the receiver crews, when requested. The FAM must be fully qualified and current in the type of aircraft being moved.

**L-HOUR**—The specific hour for force launch.

**Movement Control**—The authority to initiate and terminate flights and to direct or vary their itinerary while enroute. Route planning, scheduling, coordination of logistic support, arrangements for appropriate clearances, and airspace utilization are functions of movement control. Movement control does not imply the assumption of operational control or command by the agency exercising movement control.

**Operational Control**—The authority granted to a commander to direct assigned forces to accomplish specific missions or tasks.

**Transoceanic**—A flight is considered transoceanic if it crosses a body of water that extends beyond the navigational range of a TACAN/VOR.

## **Attachment 2**

### **FORMAT FOR MESSAGES REQUESTING AOD SUPPORT**

TO: ACC AOS LANGLEY AFB VA//CC/AOD/AODX//

SUBJ: FIGHTER AIRCRAFT MOVEMENT SUPPORT REQUEST

A. DATE(S) SUPPORT DESIRED.

B. NUMBER AND TYPE OF AIRCRAFT TO BE MOVED. INCLUDE AIRSPARES AND GROUND SPARES. (Include Model, Block, Engine, etc.)

C. AIRCRAFT PERFORMANCE DATA (used to prepare flight profiles). (SEE PARAGRAPH 3.1.)

1. Configuration
2. Drag Index for Acft in the desired configuration
3. Total Gross Wt fully fueled
4. Total Ramp fuel Wt. (Total inflight fuel Wt - full tanks - if different)
5. Fuel required for 60 min at 10,000 ft at maximum endurance

D. COMMUNICATION AND NAVIGATION EQUIPMENT ON THE AIRCRAFT.

E. ORIGIN AND DESTINATION BASES FOR THE AIRCRAFT MOVE.

F. REASON FOR REQUEST.

G. TYPE OF AIR REFUELING SYSTEM (BOOM OR PROBE AND DROGUE).

H. PERSON TO CONTACT.

**NOTE:** Organizations and units should send a request as soon as possible when AOD support is required, even if they don't have some of the listed information. See attachment 3 for timing of events and acting agencies before a mission.

### Attachment 3

## SEQUENCE OF EVENTS

### TIMING

### EVENT (ACTION AGENCY)

ASAP (NLT L-45)

- Aircraft movement support request message (Organization or unit)

L-30 to 90 days

- Mission is scheduled (AODX)
- Mission computerized flight profile is built, transmitted, and distributed to planning agencies (AODX)
- Air refueling coordinated with HQ Air Mobility Command, Tanker Airlift Control Center, TACC/XOOK (AODX)

L-20 to 30 days

- Diplomatic clearances requested (AODC/DCO/unit, as applicable) (See NOTE 2)
- Air Tasking Order is transmitted and distributed to planning agencies and tasked units (AODX)

L-10 to 15 days

- Required waivers requested via message (unit)
- ALTRV APREQs submitted (DCO)

L-10 days

- Crew qualification message transmitted to AODX, AODC and the supporting DCOs (unit)
- Required waivers approved via message (appropriate authority)

**NOTE 1:** L = Day and time of the first launch for an AOD mission. NLT = Not Later Than.

**NOTE 2:** Diplomatic clearances may require a tentative early aircrew list with items stated in the FCG. Units will submit personnel diplomatic clearances IAW the FCG (see paragraph 4.1.2).



#### **Attachment 4**

### **AIRCREW QUALIFICATION MESSAGE FORMAT**

TO: ACC AOS LANGLEY AFB VA//AODC/AODX//

AIRCRAFT DELIVERY SQUADRON RAMSTEIN AB GE// (IF REQUIRED)

PACAF AOS HICKAM AFB HI//AOD// (IF REQUIRED)

SUBJ: AIRCREW QUALIFICATION MESSAGE

1. NAME, GRADE, SSN, AND SECURITY CLEARANCE OF PERSONNEL.
2. THE HIGHEST FLIGHT OR CREW POSITION QUALIFICATION (PER AFI 11-401, *FLIGHT MANAGEMENT*, FOR AF, ANG, USAFR, OR EQUIVALENT FOR NAVY AND US MARINE CORPS). INCLUDE FUNCTIONAL CHECK FLIGHT (FCF) QUALIFICATION. DESIGNATE THE FLIGHT LEAD AND DEPUTY FLIGHT LEAD.
3. THE WEATHER CATEGORY OR LOWEST WEATHER MINIMUMS THE PILOT IS QUALIFIED TO FLY ON AN INSTRUMENT APPROACH.
4. A CERTIFICATION THAT THE AIRCREW MEMBERS ARE CURRENT AND QUALIFIED ACCORDING TO PARAGRAPH 4.1 OF THIS INSTRUCTION.
5. A STATEMENT THAT AIRCREW MEMBERS ARE PROPERLY EQUIPPED WITH LIFE SUPPORT EQUIPMENT AND CLOTHING ACCORDING TO AFI 11-202, VOLUME 3, *GENERAL FLIGHT RULES*, OR EQUIVALENT MAJCOM OR SERVICE DIRECTIVE, AND THE AOD ATO.
6. A STATEMENT THAT THE AIRCREW MEMBERS HAVE A COPY OF THE AOD ATO AND ARE FAMILIAR WITH CHAPTERS 4- 6 OF THIS INSTRUCTION.
7. A STATEMENT THAT AIRCREW MEMBERS WILL BE AVAILABLE THROUGH MISSION COMPLETION WITH NORMAL MISSION DELAYS (AS SPECIFIED IN THE AOD ATO, OR 14 DAYS).
8. LEAVE DATA ON ALL PERSONNEL INCLUDING LEAVE ADDRESS AND TELEPHONE NUMBER (IF APPLICABLE).

## **Attachment 5**

### **FOREIGN PILOT INFORMATION**

Requests made through SAF/IA to ACC/DO for foreign customer's pilots to accompany AOD ferry flights must contain the following information:

- A. Name.
- B. Rank.
- C. Passport number, date and place of issue, and expiration date.
- D. English Comprehension Level (ECL) score and date tested.
- E. Most recent date and place where pilot completed physiological training.
- F. Date of most recent flight physical.
- G. Date of most recent egress and hanging harness training.
- H. Aircraft flight time by type and block.
- I. Availability of anti-exposure suit (seasonal requirement).
- J. Acknowledgment of FMS country's requirement to provide appropriate country clearances and flight gear to its pilots.